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**SUMMARY OF TELECONFERENCE MEETING #6
TRANSPORTATION AND LAND USE TECHNICAL WORKING GROUP
ARIZONA CLIMATE CHANGE ADVISORY GROUP
NOVEMBER 30, 2005**

Attendance:

1. Technical Working Group members:
Diane Brown – Arizona Public Interest Research Group
Kirstin Engel – University of Arizona Law School
Gina Grey – Western States Petroleum Association
Ursula Kramer – Pima County Department of Environmental Quality
Willis Martin – Pulte Homes
Karen O'Regan – City of Phoenix
George Seitts – Private Citizen
Duane Yantorno – Arizona Department of Weights and Measures
2. ADEQ staff: Kurt Maurer
3. Center for Climate Strategies (CCS) staff: Karl Hausker, Maureen Mullen
4. Others attending: Gaye Knight, City of Phoenix; Julie Rees, Triadvocates

Background documents:

(all posted at <http://www.azclimatechange.us/documents.cfm>, click on Transportation and Land Use)

1. Agenda
2. Summary of TLU TWG Call #5
3. Powerpoint presentation for meeting
4. TLU GHG Reduction Opportunities (policy matrix)
5. Policy list (short list of high priority policies with policy template)
6. Background material: Example of state plan: link to “2005 Connecticut Climate Change Action Plan” and “Executive Summary, CT Climate Change Action Plan”

Discussion items and key issues:

1. General

- a. The summary from the November 9 TLU call was reviewed and approved.
 - b. Karl noted that after ADEQ staff reviewed options for allowing website discussions by the TWGs as well as options for document posting and dissemination, ADEQ decided that this was not in the spirit of the open meeting law, and so this will not occur.
2. Matrix of policy options
- a. The group reviewed the short list of options and the revisions to the full policy matrix. Since the last call, CCS had filled in the Potential GHG Emission Reduction column and the Potential Cost or Cost Savings column in the matrix in places where this information had not been included previously. Karl indicated that a number of the options have a “U” in the cost column (for uncertain) and that this is the case in many States, even after analysis.
 - b. In reviewing the matrix and the short list, the group decided that options 4.2.6 (Promote Idle Reduction Technologies) and 4.2.7 (Enforce Anti-Idling) should be added to the short list as high priority options. Anti-idling should be looked at on a Statewide basis, not just in the urban areas. A member indicated that the West Coast Diesel Collaborative is having regional and national-scale talks on these issues and has potential sources of funding for projects. The group would like to maximize Arizona’s participation in this collaborative. A member also noted that Swift is experimenting with reducing idling. CCS will follow up with the Swift representative to the TLU on this and will work on bringing back language for the idling policy options.
 - c. The discussion from the Smart Growth/Transit Issues Subgroup call that took place on November 29 was summarized for the TLU. The subgroup was in favor of encouraging incentives to increase density and for transit-oriented development. The subgroup also indicated the need for public outreach and education to illustrate examples of the benefits of increased density as well as infill and brownfield redevelopment. The subgroup suggested that there is a need for the development of tools that show that real cost of sprawl and time of commutes and for getting elected officials on board with smart growth policies. As a potential GHG measure, the subgroup recommended mandating at the State level having cities look at their engineering plans and updating the engineering standards to be geared more towards bike and pedestrian travel. The subgroup also noted that it is difficult to get transit approved in Arizona. State support and State/Federal funds are needed to get transit projects moving. The TLU continued the discussion of smart growth and multimodal transportation options. A member indicated a need to reach out to other cities and counties in Arizona that are not represented on the TLU in the development of the smart growth options. The group discussed the development of a database as a tool for collecting information and providing information for decisionmakers. This would be based on requiring builders to provide key information after building subdivisions, such as the area of asphalt used per lot. This type of information could be used to determine which developments are more GHG-friendly. Others on the group were

concerned with the level of effort that would be involved in administering and maintaining such a database.

- d. CCS indicated that a link to the 2005 Connecticut Climate Change Action Plan was posted with the TLU materials. All members of the TLU should review the transportation and land use recommendations as an example of what another State has done and to see if any language from the Connecticut recommendations would be relevant for Arizona.

Next steps and agreements:

1. CCS will follow up with the freight representative on the idling options and will work to draft language for the
2. **Next TWG call: TBD**
3. **Next CCAG Meeting: Monday, Dec. 12, 2005, from 11 a.m. – 3 p.m. at Salt River Project Administration Building, 1521 N. Project Drive, Tempe**